all night. Mulvey's housekeeper, Fanny MeBride, was afraid that the house would be swept
way, and pleaded to be taken to dry land.
Fred Miller was about in his boat looking for
becople who might need his help. Mulvey
called to him, and the toat was pulled up to the
window, and Fanny Melirides and Mulvey
climbed into it. Miller started to row them 300
feet to the Port Reading Railroad embankment.
A moment after the boat was clear of the
house the swift current of the river caught it
and swept it fifty feet away. Then it swammed.
It was within reach of an apple tree. Miller got
hold of a branch of the tree. Mulvey grabbed
him and the woman grabbed Mulvey. After
very hard work Miller succeeded in getting the
two passengers up in the branches of the tree
and got up himself. The three sat there and
discussed the situation for an hour. They
saw the light of the big fire and
believed that the whole town was burning.
Miller said finally that he couldn't stand sitting
in the tree doing nothing, and he would swim
to the shore and get help to bring Mulvey and
Miss MeBride off. He took off his clothing and
plunged into the water. He was a powerful
swimmer. The current carried him down
stream, but he kept getting nearer the embankment, and at last reached it, but he was chilled
through and did not have the strength to climb
out. He shouted for help. William Brent, section foreman of the Port Reading road, heard
him and ran to the bank. "Give mea hand!'
yelled Miller.

"Hold on a mipute and I'll get a rope," replied Brent, and he ran off. He was gone ten
nimites. Before he got back Miller had fallen
over backward into the water and drowned.

Hrent did not discover the predicament of
Mulvey and Miss McBride until he returned to
rescue Miller. Then he raised an alarm and a
Port Reading locomotive with ropes and a fat
car load of men backed down the track, Weights
were attached to the end of a rope and thrown
out toward the apple tree. But there were
twenty tries before the loaded end landed it
the. On the end of this r

were sent.

The railroad from Plainfield to Bound Brook
The railroad from Plainfield to Bound Brook
The railroad with train loads of commuters who
had been held up by the stoppage of trasic.
Many of them lived in Bound Brook, and they
were in a worse state of excitement and dread
than were the people in the town itself. Many was lined with train loads of commuters who had been held up by the stoppage of travele. Many of them lived in Bound Brook, and they were in a worse state of excitement and dread than were the people in the town itself. Many of them had offered fabulous prices to get to the town, but nobody could take them because the roads were all blocked as was the railroad.

The train of apparatus and firemen got into Bound Brook all right, though the water was about up to the fire box. They might as well have stayed at home. The water cut them off from the fire. The Hound Brook Fire Department, which consists of a hook and ladder company and two hose companies, had succreded in doing a little. The village gets its water supply from Buttermik Falls, near Chimney Rock, and there is a natural pressure of 65 pounds. The firemen screwed their hose to hydrants and squirted water on the property adjoining that which was burning. They succeeded in keeping the flames from spreading any further, but they could do nothing toward saving the church and it burned to the water's edge.

Nobody in Bound Brook slept during the night. Nobody had any idea what damage had been done until daylight. By that time the water in the streets had begun to subside. At daylight it was seen that the bank that separated the Raritan River and the Raritan Canal had disappeared, and river and canal were one. As the water subsided more and more the people got around. Seventy-five men were found in the Standard Gas Company's works. They had been kept prisioners all night. They were half starved, and glad to get out by wading in water up to their waits.

It was round that the central span of the Raritan River and the Raritan Bridge at Finderne. The Van Veghten Bridge had stood nearly a hundred years, and no flood had even shaken it. But it gave way some time during the night, and being varried down the river had bumped into the Reading bridge span.

The water kept receding. At 10 o clock it was still a foot deep in the street. Then the native thrift of the Jers

patches of bare street showed and the toll taking stopped, while the toll takers retired to the
tavern to spend their gains.
Fred Miller's body was found near the Port
Reading Hotel about noon and it was anchored
to the shore until the Coroner came and gave
permission for its removal. It was viewed by a
lig crowd. Mulvey, whose life had been saved,
recovered the boat, which was upset, and made
his way to the hotel with it. The party he had
left there were all safe. The boat was used for
ferrying people back and forth to the hotel all
day. Mulvey sent it over to get The Sux reporter and he told the story of his rescue and
the drowning of Miller.

ferrying neopie back and forth to the hotel all day. Mulvey sent it over to get The Sun reporter and he told the story of his rescue and the drowning of Miller.

By 4 o'clock the water in the streets had disappeared almost entirely, leaving a mass of rubbish that it had brought down. Main street, which was macadamized, had been practically washed out. The surface was gone, and so was the top of the only sever in town. There was nothing at all left of the church and the lumber yard. The church, by the way, was the oldest church in New Jersey. It was established in 1684. It was burned twice, the last time in 1789. It was rebuilt in 1829, and stood till Thursday night. It was insured for \$10,000. The carrying away of the Reading bridge span blocked all traffic on that road until afternoon, when trains were sent over the Lehigh Valley a distance of four miles to a point where the Lehigh Valley connects with the Reading tracks. The Central Road had a gang of men at work on its line the moment the falling water would permit it, and by dark last night nobody would have known there had heen any damage, and trains were running on the main line all right. Bound Brook was not the only sufferer in Somerset county by the rise of the Raritan.

The Raritan woollen mills, Kinvon & Son's foundry, Enamel paint works, Star flour mills, Raritan water works, and Adair's flour mills, Raritan woollen mills will exceed \$25,000. The damage done to other mills and foundries on the Raritan Canal cannot be estimated until the river falls stills lower. One mile below Raritan the abutments were swept from under the railroad bridge on the Sonth Branch road. Last night the big structure was suspended between two shaky piers on either shore, and looked as if tinight drop into the river at any moment. The railroad bridge at Neshantic was reported to have been carried away during the afternoon. Both of these bridges are situated on a branch of the Jersey Central, running between Somerville and Flemington, and all traffic between the two towns wi age is reported to mill properties and residences along the banks of the north and south branches of the Karitan Kiver. At Neshantic the mill property and country store of Andrew Lane were greatly damaged by the force of the current, and great quantities of flour and store

sent, and great quantities of hour and store supplies were carried away.

Walter Long and John Fleming, who live one mile above Raritan, crossed a bridge on the Raritan Canal near their home in search of cattle on the low hands at 30 clock Thursday afternoon. The bridge was soon afterward carried away. They were caught between the rapidly

way. They were caught between the rapidly rising river and the canal embankment with no way of escape.

They climbed into a tree for safety and cried for help. They were heard by their friends on the opposite sade of the canal, who were powerless to help them. Long after dusk their cries continued. The river roared about the tree and the wind whistled through it at the rate of sixty miles an hour. The men clang to the branches for ten hours, at times almost fainting and ready to drop in the swift current. Toward morning the river at this point subsided and they were rescued in an exhausted condition by means of life lines.

Gottleb Miller and William Russel, who were hunting on the bank of the Raritan Canal for muskrats, were trapped between the river and the canal by the sudden departure of a bridge which they had crossed. Both the river and canal rose rapidly until the bank on which they stood was inundated. They sought the highest point of the ground they could find, but the water followed them.

They felt the water rise to their knees and were about civil the mere and were about civil them.

water followed them.
They felt the water rise to their knees and were about civing up in despair when morning came and their cries attracted people from a neighboring furm house, and they were rescued by a party of men in a boat.

GEDNEY CHANNEL IN DARKNESS. Electric Lamps on the Spar Buoys Smashed

The storm played havoc with the electric lights on the buoys in the Gedney, Channel, and on Thursday night and last night the channel was in darkness, save for one lamp. There are thirteen of these spar buoys, arranged on either side of the channel, those on the north side showing white lights, and those on the south side red lights. The lamps are fed by a current supplied by a cable from the Sandy Hook light. Capt. Snow of the Lighthouse bepartment at Tompkinsville, said yesterday that the trouble with the lights is due probably to the breaking of the lamps, and not to the cade, because the light furthest in the port was burning all night. Early vesterday morning Capt. Snow sent the.

MORBISTOWN'S COSTLY FLOOD. Damage to Bridges Pinced at \$100,000

MORRISTOWN, Feb. 7.-To-day thousands of people have visited the scene of yesterday's flood in the lower part of this city. As told in THE SUN this morning Pocahontas Lake is one nile long by half a mile wide. It is 360 fee wide across the dam. About 200 feet of the planking in the dam was old and rotten, and had been patched up repeatedly. All of this was swept away. Three hundred yards up the the lake from the dam stood the boat house of the Powhatan Boat Club. It was built two years ago. When the water in the lake rose. club property were destroyed. The Puritan

other small club houses were destroyed. The first building below the dam was a tenement house known as the "soap factory," occu-Francisco, his wife, and four-year-old girl in a boat. The child was left behind, and Gannon returned for it. The mother berated him for bringing the girl and leaving two chickens. The woman died this morning from the shock, and hers is the only death reported.

Mr. J. H. Hendershot lives on Water street Opposite the house is his blacksmith shop. To a Sun reporter he said: "I worked right along all morning. The water rose up to my door at 2:30 o'clock. Then my men quit work and went o'clock. Then my men quit work and went home. Shortly afterward I heard a crash and saw a wall of water and ice coming down. I ran up stairs. When it sruck I thought the shop was going over, but it stood the shock. The ice floated right in, and you can see the cakes, ten-foot square, laying around here now. In half an hour the worst was over. I came down, got a wagon, and helped save the people on Cole avenue. The water was rushing down the street, three feet deep. William Heath, Henry Frafwell, and I removed four families from Cole avenue. We put them in the wagon, and hauled them across the street to the door of the electric light station. They walked through the building, from the rear of which they climbed to the railroad embankment, where they were safe."

Mayo, Edward A. Quayle, counsel for the County Hoard of Freeholders, said this afternoon that, in his opinion, \$100,000 would not cover the damage to the county bridges. Supernitendent J. W. Melick hada force of men at work on the Whippany River Railroad all day. A train left Whippany in the afternoon and reached Monroe, half way to Morristown, where it stopped for the night. The superintendent hurried back to Whippany and ordered three freight cars shunted on the railroad bridge, was covered and the water was running over the truckes of the cars, but the structure stood. The bridge at Morristown was held down in a similar manner. home. Shortly afterward I heard a crash and

The bridge at Morristown was held down in a similar manner.

The greatest damage was done at Whippany, a manufacturing village four miles down the Whippany River. McEwen Bros. Company, who have extensive paper mills there, will lose about \$12,000; the flood swept through their machinery and stock departments, a room 60 feet wide by 200 long, to the depth of four feet. Large cakes of ice and debris covered the stock and damaged the machinery. The fires were also put out. The machinery was recently put in at a cost of over \$100,000. The dam at this mill, as well as the dam at the Caledonian mill nearby, were partly washed away. The damage to the water-power machinery and stock in both mills will reach \$20,000. Partick Farrelly, owner of the Eden mill, will lose \$5,000. James Muir's paper mill at Malaparidis was flooded.

The Tug Thomas J. Scutty Had to Cut

BRIDGEPO T, Feb. 7. This morning about 2 o'clock Capt. Green of the Harbor Master's tug Confidence saw signals of distress sent up near Penfield Reef and went out and found the ocean tug Thomas J. Scully, of the Scully Towing and Transportation Company of South Amboy, in a disabled condition, and brought her into port and tied up to the dock. The Scully left New York on Wednesday with a tow of four barges, coal laden, bound for Providence. Although out in the severe gale of yesterday she was weathering it in good shape and making for New London harbor when she was struck by an extraordinarily heavy sea, which carried away her rudder and left her entirely helpless. To save the tug from foundering it was necessary to cut the barges loose. It was feared that she would go down before a drag for steering could be rigged.

The drag was finally rigged and then a small fib was set, and the tug turned and headedto the west. At this time she was off Blackpoint, a few miles to the east of Cornfield Light. One of the barges, the Wamsutta, was filling, and was in danger of immediate sinking. Efforts to save her crew of three were successful, and soon after this she was lost sight of.

The other three barges when last seen were at anchor, one near the place where the tug was disabled, one off West Brook, and one off New Haven. The tug went slowly to the westward and about 20 clock this morning was off Fenfield Reef, where she anchored and set signals of distress. The four barges in tow were the Cactus, Eleanor, City of Norwich and the Wamsutta.

New London, Conn., Feb. 7.—Capt. Brown of the Ice King tug has brought in the crew of the lost barge City of Norwich to-night. The steamer Nashua of the Providence line lowered a boat and took off the crew to-day, leaving them for the Ice King to take on board. The four men would have perished had they been aboard the Norwich muel longer, as the barge was waterlogged and must sink in a short time. The tug Joseph Stickney is out to-night trying to rescue the crew of the Cactus, lying inside the shoals. It is thought the Stickney may rescue the crew before morning, and possibly attempt to tow in the barge. The barge Wamsett has gone to the bottom. The drag was finally rigged and then a small

A STAGE DRIVER'S ICY BATH.

How Veteran Webb Saved the Mail for New Suffolk.

CUTCHOQUE, L. I., Feb. 7. Daniel W. Webb. the veteran stage driver, who has carried the mail between this village, New Suffolk, and Robins's Island for twenty-five years, nearly lost his life in the storm yesterday afternoon. The heavy northeast gale and driving rain caused Wickham's Creek to flow over the highway at Dammeadow into Case's Creek and join the Peconic Bay, making an island of the village of New Suffolk, and shutting her off from the outside world for several hours. Webb was driving a covered rocknway wagon, and although he saw that the water was unusually high, he started his horse into the stream. When about half way across the wagon con menced to float and dragged the horse toward the bay. Webb jumped into the water and grabbed the horse's head, but was nearly carried off his feet by the force of the tide. He tried to get the horse headed for shore, but no progress could be made with the heavy rockaway, so, throwing the mail bags on the horse's back. Webb cut the harness with a pocket knife and set the wagon adrift. It soon strick a submerged fence and upset, where it was found to-day. Webb held the mail on the horse's back and after considerable exertion reached shore exhausted. The Postmaster at New Suffolk got a gang of men and started in search of the missing stage driver. When the stream was reached Webb's horse was seen grazing on the opposite bank, but the wagon and driver were not in sight. Webb was found under the shelter of some stacks of fodder, unconscious and stiff with the cold. menced to float and dragged the horse toward and driver were not in sight. Webb was found under the shelter of some stacks of folder, unconscious and stiff with the cold. He was carried to a farmhouse and a dector summoned. He is well known throughout the island and in New York and Brooklyn.

During the afternoon the telephone line between here and New Suffolk was blown down and four scallop boats broke loose from their most fine and were carried up the bay. moorings and were carried up the bay

CLUR MEN TOOK TO ROWBOATS.

High-water Mark of 1882 Almost Reached in New Brunswick,

NEW BRUNSWICK, Feb. 7.- The first man who came down stairs from the rooms of the Catholic Club, at Church and Peace streets, where they had been holding a smoker last night, walked in two feet of water. Being a swimmer he struck out. When he stood up the water barely reached his waist, so he waded back to the entrance of the club rooms and told his fellow members that the Earlian River had overflowed and that if they expected to get home they must get row-boats. The news broke up the smoker. Early last evening business men on Burnet, Peace, Church, Hiram, Albany, and New streets Peace, Church, Hiram, Albany, and New streets began to move their goods to upper stories. By midinght the water was five feet deep in Burnet and Peace streets, which parallel the river and are 500 feet back from it. At 2 A.M. people living in the two-story frame houses on the west side of Burnet street were aroused by men in row boats, who banged on the windows with their oars. After 3 A.M. the water began to recede.

putting out the fires. The water interfered with the gaslight company's works, and the lights went out in various parts of the city.

There was no travel over the Albany street bridge into Highland Park, the entrance being shut off by five feet of water on Albany street. At 8 o'clock this morning the river had subsided, but parts of Burnet street were under two feet of water at noon. The flood was the most serious New Brunswick has experienced since 1882.

THEY CLUNG TO THE CABIN ROOF Six Men in a Small Boat Have a Perilons All-night Sall,

SATVILLE, L. I., Feb. 7.- A party of six men had a thrilling experience on Great South Bay last night. They started in a small boat from the ocean beach where the steamer Lamington lies and hended for Patchogue. They lost their lies and headed for Patchogue. They lost their bearings and drifted about the bay until after midnight, the wind at that time blowing a gale. The small boat was swept completely by the heavy waves, and all hands were kept at work balling the boat. At 2 A. M. the boat struck Loman's Point, swung broadside to the sea, and the cabin filled with water. The men stuck to the cabin roof until morning and then waded along the narrow bar to the mainland. They reached this place at 8 o'clock.

STRANGE VISITORS AT RAHWAY

Two Porpoles in the Flood; the First RAHWAY, Feb. 7.- The storm and high tide brought two rare visitors up from Staten Island Sound this afternoon. Two large porpoises stemmed the flood, cassed under the Pennsylvania Railroad bridge, and disappeared toward Cranford. They were not seen to return. It has been forty years since a porpoise was seen so far up the Railway River. The city is four miles from the sound.

Trains Held Up and Mails Delayed.

FLEMINGTON, Feb. 7.—The Lehigh Valley Railroad began running trains this afternoon. No trains have been run on the Flemington branch of the Central Railroad since yesterday at noon. Yesterday morning's freight is still fast at Three Bridges. The ing's freight is still fast at Three Bridges. The South Branch bridge is in a dangerous condition, and no trains are likely to run over that line this week. At Riverside the tracks are washed away. On the Pittstown and Clinton branch of the Lehigh Valley no trains have been run since yesterday. The Philadelphia and Reading trains are running over the Lehigh Valley line from Port Reading to the Bound Brook Crossing. No New York mails have reached here since yesterday morning.

A Waterspout on Peconic Bay.

GREENPORT, L. I., Feb. 7.-Yesterday afteroon during the gale which swept over Peconic Bay a waterspout arose to a height of 100 feet directly off White Hill, Shelter Island, and started directly across the harbor in a north-westerly direction. When it reached the shore at Fulmer's brickyards, two miles west of Greenport, it struck a klin shed fifty feet high and tore away the roof. Capt. Monsell and Albert Corwin, with a few other sailors, who were securing some oyster boats, threw themselves prostrate on a large float. The body of water passed within a few feet of them. started directly across the harbor in a north-

Bover to Danger of a Dam-Burst.

DOVER, Feb. 7. The Rockaway River overflowed its banks, the Morris Canal slopped over, and Ford's Pond added to the inundation. All the lower part of the town was under water this morning. Work at the car shops and mills was suspended, the water extinguishing the fire in the boilers. Several dams above here have in the boilers. Several dams above here have burst and two or three others endanger the town. The Central Railroad tracks between Doverand Rockaway were washed out and no trains have gone over then since yesterday. There was a big washout on the Chester branch of the D., L. and W. at Kenyil and no trains went over until this afternoon. Every bridge in Mendham and Chester townships has been swept away.

\$50,000 Bamage in Boonton

BOONTON, Feb. 7. The swollen condition of the Rockaway River has caused much apprehension here. Just below the Boonton Fails seventy-five feet of an embankment was enten away this morning. Trees fell into the chasm, making a dam, and changing the course of the river and throwing it over on the south side, Here a railroad trestle, 450 feet long, was washed away. Seven freight cars and the bridge at the end went down. The foundations of the Boone Manufacturing Company and the Standard Oil Company's buildings are undermined. The loss in Boonton may reach \$50,000.

Bordentown in Darkness, BORDENTOWN, Feb. 7. Bordentown is in total

tarkness to-night, last night's storm having disabled the electric light and power house and flooded the gas works. A washout on the Amboy division of the Pennsylvania Railroad, near Kinkora, cut off communication with Philadelphia.

The water rose here until it covered the railroad bridge, and freight and passenger trains are delayed badly. Factories and mills using gas and electricity as power are hampered seriously. The belaware and Raritan Canal has overflowed its banks.

that Died at a Police Station. Coroner Combs of Brooklyn will hold an nquest to-day in the case of Frank Milmore, the twenty-one-months old son of Michel Milmore of 62 Talman street, who died on Thurs-day night in his father's arms in the Bergen

street police station.

The boy had been suffering, it is said, with diphtheria for several days, and had been attended by Dr. Florence L. Jones of 376 Putnam evenue. On Thursday night, while the storm was raging, the father started off with the

was racing, the father started off with the child, wrapped in a blanket, for the Seney Hospital, more than two miles away.

The hospital authorities refused to admit the child on the ground that he was suffering from a contagious disease, and directed the father to go to the Bergen street station and have the Health Department notified.

When the father reached the station Capt. Campbell notified Dr. Sturges, the Health Inspector, but the child died before his arrival. Dr. Breekinricke, who is in charge at the Seney Hospital, made this statement pesterday:

"I was asked over the telephone on Thursday afternoon by Dr. Jones if we would, She said the child who was suffering from pneumonia, and I told her that we would. She said the child would be brought to the hospital by the father. When Mr. Milmore arrived two of the doctors examined the child and found he was suffering from diphtheria. They explained that it was a case for the Health Department to look after. It was by their direction that the father went to the nearest police station, so that the child might be cared for as soon as possible. There was nothing to indicate that the child was in a critical condition otherwise he would have been cared for at the hospital.

MRS. WORTH'S FAREWELL.

"The Tide Is High and I Hope It Will Carry My Body Out to Sea."

Augustus Worth of 257 West Thirty-ninth street called at Police Headquarters yesterday and asked that an alarm be sent out for his wife Annetta, who left her home about 3 o'clock Thursday afternoon and has not since been heard from. The missing woman is 24 years old and has been married six years. Her hus-band said that when he returned home on Thursday he found his wife gone, and a note on a table written by her read; "The tide is high and I hope it will carry my bedy out to see." body out to sea."

Worth said that his wife has been suffering lately from meiancholia, to which she is subject. He fears that while temporarily insane she may have drowned herself.

THE MAGOWAN DIVORCE SUIT. The Trenton Couple Have Come to an Agree ment, but Not a Reconciliation.

TRENTON, Feb. 7.-A disclosure was made today in the divorce case of ex-Mayor Frank A. an understanding with his wife and that she It is understood that Mr. Magowan has agreed It is understood that Mr. Magowan has agreed to give her a large sum of money and to provide for the education of their children, and that she has agreed not to oppose his application for a divorce. She is moving out of the Magowan house in North Clinton avenue to take up her residence in another house near by.

William A. Emmet Insane.

William A. Emmet, a civil engineer, who says he is descended from Thomas Addis Emmet. brother of Robert Emmet, was committed to the lights is due probably to the breaking e imaps, and not to the caule, because the furthest in the port was burning all night. If the various factories were put to work removing the cause of the trouble, but she was unable idly filling up the engine and boiler rooms.

Treede.

Early yesterday afternoon the employees in the warrious factories were put to work removing coals to places of safety. By 0 clock the was arrested on Thursday night while water had overflowed the docks and was rapidly filling up the engine and boiler rooms.

LAMINGTON'S MEN SAVED. BROUGHT THROUGH THE RAGING

SURF BY BREECHES BUOY.

The Stranded Steamship Battered by the Waves and Driven Further in Shore— Capt. Duff and the Wreekers Rescued— Two Nights of Dire Perli in the Brenkers CENTER MORICHES, L. I., Feb. 7.-All the men sahore on Great South Beach, opposite Patchogue, were taken off early this morning. Life

savers from the Bellport and Lone Hill stations,

who have been on the beach ever since the ves-

sel struck, brought every one of the imperilled

men safe and sound ashore in the breeches buoy. There were thirteen in all, not nineteen, as was supposed by those on shore. They are Capt. G. W. Duff, First Officer John Smith, Second Officer J. B. Richards, and Chief Engineer Charles Mitchell of the Lamington, and Capt, Charles Demerest of the Merritt Wrecking 'ompany, with eight men. All were much exhausted, as they had eaten nothing for two days, and during the last night had been

drenched most of the time. But for the driving in of the ship it is doubtful if the crew would be ashore now. She lies so close in that a man can easily throw a stone over her mainmast from the shore. While her hull remains intact she is badly battered above decks. Her railings and deck gear being badly shattered and her port boats destroyed.

A jagged allt runs lengthwise of her ruider, and at sundown to-night, though the wind had gone down, the waves were still climbing over her port rail and pouring over the deck. She is full of water and lays with a list seaward pointing northwest, her bow forming a small angle with the shore. As she lies steady and does not pound it is believed that she has a chance of not going to pieces.

At midnight last night the chances of those aboard the steamship looked very black. A number of futile attempts to reach her by shooting a line had been followed by one which failed of its purpose because the rope could not be fastened so that it was clear of the leaping waves. Capt. Duff, in running to catch a rope that fell just short of the ship, had a narrow escape from being washed into the sea.

Twice the ship had cast out life buoys, but instead of drifting ashore they were tossed hither and thither, the playthings of the mighty surf. As darkness set in last night the Lamington seemed to be settling and signals were made urging the men to take to the rigging, which advice the shore party supposed had been followed. All that the life savers could do was to keep up fires on the beach to encourage their comrades, whom they were powerless to aid.

Instead of taking to the rigging the men limbed down into the cabin to spend the night there. To stay on deck was to risk life need-Even the bridge on which they had stood nearly all day was now swept by every large wave. Capt. Duff stayed up there as long as he could hold on, watching for any change in the wind or any possible attempt at assistance from shore. Then he went below.

In the cabin all was wretchedness, the imprisoned men could hear and feel every wave that plunged upon the ship from without or thundered down on her deck in tons of seething water. Soaked to the skin, cold and weak from hunger and exposure, they could do nothing but wait. Worse than all else to bear was the continuous pounding that threatened to break the ship's back as the surges lifted and then plunged her down upon the hard sand. From time to

her down upon the hard sand. From time to time one of the men would venture to the deck always to return with the same word: "The storm is deriver than ever."

After dark on last night the wind seemed to increase, moreover it shifted a little to the west, sending the waves beating upon the port side of the ship. All the time the tide was rising, and the waves plunging higher and higher over her every moment. High tide was at 1 A.M., and that was the critical time, as all those on shore know. The imperilled men didn't know it before the time came, but the full tide brought them nearer to destruction than they had been at any time before. It was I o'clock when a succession of heavy waves struck the Lamington. They lifted her out of her hed of sand and her crew feit her moving forward. "She's going," cried half a dozen of the men in terror. "Read, there men," cadered Capt. Duff, making his way up the forward deckhouse, "I'll give you the word if I find she's going."

she's going."

For a moment it seemed to those in the cabin that everything under foot was giving way. Then there came a great shock, and some of them were thrown to the hoor.

"She's slewed around," called Capt. Duff, "and she's moving in."

With the streke of each wave the vessel could be felt forcing her way forward. That she was drawing nearer there was something, but there was the fear that she would swing around broadside to the waves.

Through all the trembling and shaking could be felt the thrill of the big cable at the stern humming like a gigantic harp string as the breakers tore at it. While that held firm she breakers tore at it. While that held firm she could not swing far unless the anchor dragged.

breakers tore at it. While that held firm she could not swing far unless the anchor dragged. Had it not dragged? was the question capt. Duff asked himself. Blackness of the deepest shut off sight of the waves, but from the position of the fires on shore he believed that the ship had shifted. The waves are pounding her around, said he to the first officer quietly, and unless she gets back to her position she will be pounded to pieces. A crash from above lent force to his words. A big wave had boarded the Lamington over the port rail and had torn out a big piece of the starbeard rail. A moment later another smashed in the hatchways aff and amidships. Wave after wave roared over her in cataracts, each one smashing some of the deck gear.

Hitherto the men had kept up stout hearts. Hitherto the men had kept up stout hearts, but now desair set in. One of them began to moan and ery, another prayed. A third cursed the luck of the ship, and cried that she was built to be wrecked, and that ill fortune had always followed her. Still another called for companions to jump into the sea with him and take chances on being washed as nore alive. That chance would have been about as good as jumping over Niagara Falls. Very quietly the officers checked this kind of talk, and hardly had it ceased when the ship lifted, pounded down, lifted again, and, with the bissing of a mighty surge that buried her amid-hips, swhing her stern out from shore. Now she was back in her original position, but much hearer to the shore. That she would pound until her back broke was the main danger. "If we can fill her with water she'll lie steady," said Capt. Duff. "Who will go down in the engine room with me and open the sea cocks?" Chief Engineer Mitchell volunteered at once, and the two men went down. The seacocks were onened without trouble, and from that time the ship steadled on the bottom. The high tide had pushed her so far in that the worst of combers broke out beyond her; besides, the wind was shifting still more to the west, and any change in that wind was a hopeful one.

Daylight found the waves lower than ther had been; it found, too, the life-saving crews ready to try again with the line. At a little after it o'clock a line was shot over the ship and Second Officer it chards carried it up the foremast and made it fast to the masthead. The line swing high above the surf and at last the wrecked Officer itichards carried it up the foremast and made it fast to the masthead. The line swing high above the surf, and at last the wrecked men knew that rescue was near at hand. The breeches buoy was rigged. Richards was the first man off and he was followed by his fellow officers, the wrecking crew, and, after all the rest had left, by Capt, Duff. Not a man was burt in the transit, the worst result of the trip being a slight wetting. The men were cared for at the life-saving stations. The only loss of life was that of the four circus ponies, who were drowned or beaten to death in the breakers.

Capt, Duff, when seen on shore, said that the

who were drowned or beaten to death in the breakers.

Capt. Duff, when seen on shore, said that the wreck was the result of his losing his rechoning. "We hadn't had a sight of the sun for three days," said he, " and I didn't know where we were. I am not very familiar with this coast any way. When she struck I was on the bridge. She struck head on and there was ho great shock, but I could feel her pushing her hose into the sand and then she began burnping. I'ntil yesterday I supposed we could get her off all right, but when the storm struck us I was very doubtful whether we should ever get ashore alive. I'm mighty thankful to be here now."

now."

Capt. Duff met his crew, who were taken off on the day after the ship struck, yesterday, and arranged for their transportation to New York. They divided to-night, part going to the highsaving stations and part to the house of Capt. saving stations and part to the house of Capt. Baldwin, opposite Patchogue. Provisions were scarce, as none have been brought from the mainland for several days, because of the storm. All day long a tremendous west wind has been blowing; only three boats started out on the hay to cross, and one of these had to turn back on account of the bad sea running.

The Captains feared to risk their boats except in one case, and the last seen of that boat she seemed to be in difficulty in the middle of the bay.

The only way to get back from the scene of the wreck was to go eight miles down the beach to the Smith Point Government station, and from there take a small sailboat and scad in from of the wind to the village or some other place further down the coast. To-night the wind seems to be puffing itself out in fitful gusts. The worst storm in years seems to be coming to an end.

Violinist Lambert's Sudden Death. The body of the man who died on Thursday light at the Hamilton Ferry house was identified yesterday as that of James L. Lambert, first violinist of the Park Theatre, Brooklyn.

The body was at first the wint to be that of John J. Hahr, a friend of Lambert, because Bahr's card was in one of the pockets. SULTAN'S ANSWER TO THE QUEER. He Says the Torks Are the Injured Parties but All Is Now Serene.

LONDON, Feb. 7 .- It is learned that the reply of the Sultan to the letter recently addressed to him by Queen Victoria expresses the sympathy of the Sultan with the humane sentiments conveyed in the Queen's communication, but declares that the reports of massacres of Armeniaus by Turks have originated with ill-disposed persons. The Turks, the Sultan says, were first attacked by Armenians, while they were praying in the mosques, and did nothing more than to detend themselves as best they could.

In every part of Asia Minor, the Sultan asserts, everything is now tranquit, except at Zeitoun. Negotiations for the surrender of that town to the Turkish authorities are proceeding, and without doubt the people of Zeitoun will soon resume their peaceful vocations. clares that the reports of massacres of Arme

Miss Barton Leaves Paris En Route fu

Paris, Feb. 7. - Miss Clara Barton, President of the American Red Cross Society, with he party, started for Geneva to-day. She will go from Geneva to Vienna, and thence direct to Constantinople,
Mr. Hubbeli will meet Miss Barton and those accompanying her at some point of their journey, and will go with them to Constantinople.

ZEITOUN STILL HOLDS OUT.

Negotiating for Surrender, but Armenians Seem to Have the Best of the Situa LONDON, Feb. 7. A despatch to the United 'ress from Constantinople says the negotiations for the surrender of Zeitoun, which place is held by the Armenians, to the Furkish authorities continue. The foreign Consuls at Zeitoun have informed the beleasurered Ar-

menians that their principal purpose in visiting Zelfoun is to watch the course of events, and that they are unable to guarantee the safety of the people of Zelfoun upon any conditions.
The Turkish troops besieging the town are mainly composed of reserves. They are ill-fed, and many of them are descring. The main body of the Turks have retreated to Marash. The only article of provisions needed by the beleaguered Armenians is salt.

GERMANY'S NEW NAVAL NEEDS.

The Need of an Increased Navy Is Pressing. but No Programme Has Been Arranged. BRULIN, Feb. 7 .- At to-day's sitting of the Rudget Commission of the Reichstag Baron Marschall von Bieberstein, Minister of Foreign Affairs, declared that no new naval demands would be introduced in the Reichstag this session, and that no date had been fixed when it would be advisable to increase the strength of the navy. He said that when the Government should decide to increase the strength of the

should decide to increase the strength of the navy they would communicate with the Reichstag, informing that body fully, especially in regard to the financial means required.

"The necessity for increasing the navy," he said, "is more pressing at the present time than it has been in the past, though our relations with foreign power-are unchanged, and it is not intended that they shall change.

"We must secure and confirm German authority in our colonies, and protect our foreign interests and commerce, in accordance with our treaties and international law. The necessity for increasing the strength of the navy is not caused by recent events, but by our increasing maritime interests,"

German Ministry Backs Up the Emperor' Message to President Kruger.

BERLIN, Feb. 7.-Baron Marschall von Bieber steln, Minister of Foreign Affairs, informed the Budget Commission of the Reichstag to-day that the Ministers accepted full responsibility for the telegram which the Emperor had sent to President Krüger of the South African Republic congratulating him upon the success of the Boer troops in their encounter with the follow ers of Dr. Jameson.

Fire in the French Ministry of War Bullding.

PARIS, Feb. 7 A fire occurred to-day in the milding occupied by the Ministry of War. It was confined to the rooms in which the archives were kept. These rooms were gutted. Most of were kept. These rooms were garted, Most of the documents in them were saved, bet many very valuable documents were destroyed. The Ministry of War is south of the Scine, oc-cupying the Irregular square formed by the Boulevard St. Germain, Rue St. Dominique, Rue de Bourgoone, and Rue de l'Université. It is only a very short distance from the Chamber of Deputies.

The Czar's Congratulations to Prince Fer-

LONDON, Feb. 7 .- The Morning Post will tomorrow publish a despatch from Berlin saving that the Czar has telegraphed to Prince Ferdi-mard his congratulations upon his patriotic de-cision to have his son, Prince Bris, Laptized in the Ortholox Greek faith, and promising to send a representative to attend the ceremony.

The Field Disputes the Dunraven Decision

LONDON, Feb. 7,-The Field to-morrow will confess that the report of the committee of the New York Yacht Club, which investigated the charges made by Lord Dunraven against the Defender syndicate, impresses one by its im-

St. Petersnung, Feb. 7. The chief of the censorship department has forbidden the newspapers to publish anything calculated to encourage the delusion that administrative re-forms of a liberal character are meditated by the Government. He says that, on the centra-ry, no change is intended.

Steamer California, Bound for New York, Breaks Her Main Shaft.

NAPLES, Feb. 7 .- The British steamer California, Capt. Mitchell, which sailed from Naples. Feb. 3, for New York, was spoken Feb. 5, eighteen miles from Caue Spartivento, with her main shaft broken. She was making temporary re-pairs and intended to return to Naples.

LONDON, Feb. 7. - This afternoon's newspapers reproduce the speeches made in the Dominion Parliament on Wednesday in support of Mr. McNeill's resolution attesting Canada's loyalty to England, and pay tribute to the patriotism and dignity displayed by the speakers.

American Excursionists at Gibraltar. GIBRALTAR, Feb. 7. The Hamburg-American ine steamer Fürst Bismarck, with a large party of excursionists aboard, which sailed from New York on Jan. 28, arrived here at 7 o'clock this morning. She will proceed this evening for Aiglers.

Notes of Foreign Happenings. The Colombian Government has ordered that the lepers throughout the republic shall be treated by the new method discovered by Dr. Carasquila of Bogota.

The returns for January issued by the British Board of Trade show an increase of £1,730,000 in imports and of £2,000,000 is, exports during that meanth, as compared with those of Janu-ary, 1895.

ary, 1895.

Sir Henry Tyler, formerly President of the Grand Trunk Railway of Canada, who visited Peru in connection with the business of the Peruvian corporation, sailed hence for New York yesterday, It is reported that his mission to Peru was a failure.

Mickey Finn's Gala Day.

That unique and versatile little chap, Ernest Jarrold (Mickey Finn) has industriously been given at Hardman Hall, Fifth avenue and Nine-teenth street, on Sunday evening, Feb. 9. The Only William will mix on the stage "a sym-phony of moist joy," and a host of talented men-and women will help Mickey to entertain his friends. arranging a testimonial to himself. It will be

THE HIGHEST GRADE CHAMPAGNE FOR THE LEAST MONEY.

PIPER HEIDSIECK SEC.

*25. 90 Basket. FOR SALE BY

All Grocers and Wine Merchante.



The Evening Star

of many thousand homes is the Improved Welsbach Light. A light that adds to the beauty of a house as the sun adds glory to the landscape; a light so bright that one in each room is all you need; so cheap that you never have to think of the cost.

THE IMPROVED

Welsbach Light

is applicable to every use for which artificial light is required. It fits any gas fixture, burns any kind of gas. Pre-eminently the best and cheapest light in the world. See the exhibition at the retail department.

THE WELSBACH COMMERCIAL CO. MANHATTAN INCANDESCENT LIGHT CO., Sole Agts. for N.Y.City, 931 Broadway.

TO-DAY. Sun rose 7:03; sets 5:20. Moon's last quarter.-Morning and night use liquid



Sozodont Powder twice a week. A box of powder free with every bottle Small Sample Bottle free by mail if you mention this publication. Address the Proprietors of Sozodont, Hall & Ruckel, Wholesale Druggists, New York,

Three Bundred and Fifty Guests Charm-The Bachelors' ball given at the Hotel Waldorf last evening by the thirty-five men who comprised the list of hosts, was one of the pleasantest, as well as one of the most claborate events of the social season. Although generally spoken of as the Bachelors', its official name s the Chevaliers' ball, for the Chevaliers is the title its members have given the organization of bachelors, which gives one or two such functions each senson. Three hunnight, ten invitations being allowed to each subscriber. The arrangements the hotel were similar to those for the first Assembly ball. The dancing was in the large dining room on the Fifth avenue side. Red and green were the prevailing colors of the decorations. A temporary statrense led to the floor above, where were the dressing rooms, and the state apartments were set aside as lounging

which the supper was served. In the garden were thirty-five tables, and at these tables each of the thirty-five hosts entertained his own particular guests. The invitation cards set down the cotillon at 10:30, but on account of the opera the guests were late in arriving, and it was consid-

guests were late in arriving, and it was considerably after that hour when it was begun. Mr. Alexander Hauden led, dancing with Miss Grace Henop. The guests were received by Mrs. Frederick Dent Grant, Mrs. John Alsop King, and Mrs. Sheldon, who stood in the small salon off the main hall. The patronesses of the evening were: Mrs. John Alsop King, and Mrs. Adrian Iselin, Jr., Mrs. Frederick J. De Peyster, Mrs. John Alsop King, Mrs. Frederick John Alsop King, Mrs. Frederick Sheldon, Mrs. T. J. Onkiey Rhimelander, William B. Diesmore, Jr., Mrs. Frederick Foster Carey, and Mrs. William W. Atts Sherman.

The subscribers to the ball were:
Fllery O. Anderson, William W. Atts Sherman.

The subscribers to the ball were:
Flery O. Anderson, William E. Balcock, David Banks, Jr. Percy Bramwell, Percy Journs, Burrill, E. Be Chifford Chisholm, Alfred R. Conkling, Jameson Cotting, Seymour Le G. Cromwell, J. Edward Duss. H. Vallette Pay, Frederick Frime Delanded the Witt Clinton Falts James W. Genral, Jr., Robert McMaster Gillespie, Robert Dim Graham, watter S. Gunce, third: Alexander E. Haddon, Jernwick, Clifton Hurry, Sachi Marchen, J. John, J. Fred Plerson, Jr., Charles Lawrence Rilber, Kenneth B. Bodmson George Lordiard Romalds, Schwler Schleffein, Edward B., Thomas, Stowe Pleass, J. Harold Van Heinselaer, and Matthew Astor, Wiks, Mr. Chisnolm being in mouraling was not Jr sont. The music was continuous throughout the evening. Lander's land played for the dancing alternating with the hotel's Hungarian.

LONDON, Feb. 7.—The East Anglian Times claims to know that Lord Dunrayen has decided not to enter again in any race for large class yachts. Yachts.

-The Wenther.

The storm centre yesterday was over Maine, con inuing a course to the northeast. The storm had ost none of its force, and to all appearances the area of high wants had expanded. The winds on the middle Atlantic and New England coasts had shifted from a northeast to a westerly direction and were blowing at the rate of about sixty miles an hour, reaching over the ocean for a distance of about one thousand inlies and inland to the lower lake regions, where the force was more moderate

The barenneter at Portland read 28.84 at 8 A. M., which was extremely low.

Clearing weather set in over the middle Atlantic States, but there was a light fall of snow in western New York and morthern Pomeyivania. Itain and fog covered the New Fuglant coast. There Texas, its measure outline resembling that of the severe storm paneling off, which started in the same

upper Missbalppi Valley, the temperature was 6-below zero at Moerbead and 28-below at Winniger. In this city yesterday it was clear; the winds we blowing a gale from the West, the highest velocities were 65 miles an hour at 1 A. M. and 64 miles an hour at 1 P. M., average about 44 miles an hour, decreasing in the eventue, average humidity, 50 per cent.; highest official temperature 42°, lawest 37; barometer, corrected to read to sea level, at A. M. 20,37, 3 P. M. 29,58.

ing, recorded the temps rature yesterday as follows SAM. 0 41 SOP. M 12 6AM. 0 41 SOP. M 12 12 SOP. M 12 12 M 32 45 UP. M 15 Average on Feb 7, 1895

For New England and custom New York

ware, fair, light westerly winds.

For the District of Columbia, Maryland, and Virginia, fair, with increased cloudiness at night, Battchange in temperature; light westerl, wi. d.

WARRISHTON PURECAST FOR SATURDAY

F. I. SAGE & SON'S STORE SHUT UP. Notes for \$1.500 Go to Protest, and the

The store of F. I. Sage & Son, produce commission merchants at 183 Reade street, has been closed for two days past. This has caused comment in the trade and brought inquiries from creditors of the firm. There is some stock in the place, consisting of potatoes, onions, &c. No attachment or execution has been put in against the firm. In the trade it was said that several of the firm's notes had cone to protest in the last few days.

The firm did considerable business in fruits and produce consigned from up the State, from been in business here since December, 1890, and also formerly had a fruit farm at Wethersfield, Conn., but it is said gave up fruit growing soveral years ago. Mecklem Bros. bankers, of 287 Greenwich street, said yesterday that six or seven notes of the firm, aggregating \$1,500, had go at to protest there, and that the firm had overdrawn their necount about \$12. overdrawn their necount about \$12. Clarence F. Sage lived at 1,286 Columbus avenue with his wife and two children. His father, Franklin I. Sage, fived in a flat next door. On Fet. I the elder Mr. Sage gave un his flat and went to live with his son. Neither he nor his son have been seen by the jaintress of the flat since Monday. Mrs. Clarence Sage left the flat with her children vesterday afternoon without saying where she was realic.

saying where she was going. Rutgers Alumni Banquette

The Rutgers Collect Alumni Association held its annual banquet last evening at the St. Denis Hotel. More than 100 members of the associaion and a rumber of guests were present. David M - my of the class of '76 was the toastmaster. There were four toasts. Prof. Austin Scott, Li. D., the President of the college, spoke for the institution. the institution.

He said that Rutgers represented the Dutch dea, and that it ecollege should ally itself more closely with that race. He advocated the adoption of the Dutch colors by the college. The other speakers were: Dr. Murray, the Rev. Heary A. Stimson, D. D., and the Rev. Donald Sage Mackay, D. D. Besides being the regular diamer day of the alumni, yesterday was the litth anniversary of Dr. Scott's selection for the Presidency.

Ask a Receiver for the J. Winslow Jones Company.

BALTIMORE, Feb. 7.- M. Fox & Sons filed an application in Circuit Court No. 2 to-day asking that a receiver be appointed for the J. Winslow Jones Company, which was incorporated in West Virginia with a capital stock of \$150,000; the Virginia with a capital stock of \$150,000; the Highland Packing Company, incorporated in West Virginia with a capital stock of \$10,000; the Riverton Live Stock Company, incorporated in Maine with a capital stock of \$25,000, and the Patuzent Canning Company, incorporated the West Virginia with a capital stock of \$10,000. For & Sons have endorsed \$5,372,50 worth of paper of the Winshow Company. This is the concern which had a good deal of paper in the crippled Fort Stanwix Bank in Rome, N. V.

R. Livingston Breckman's Illness. Mr. R. Livingston Beeckman of the stock brokerage firm of Lapsley, Beeckman & Co., who has been seriously sick at his residence, at West Thirtieth street, was said to be better last evening. At his house it was said that the physicians thought that Mr. Reeckman had passed the crisis in his sickness, and that his recovery would be steady.

Three Horses Burned. G. P. Pound's harn at West and Front streets, Avona, N. J., was burned to the ground last night. Three horses perished in the flames. Mr. Pound estimates his loss at \$3,000.

SLEEP AND REST For Skin Tortured BABIES And Tired MOTHERS In One Application of